

The Daily Astorian.

ASTORIA, OREGON:
THURSDAY, MAY 29, 1930

ISSUED EVERY MORNING.

J. F. HALLORAN & COMPANY,
Publishers and Proprietors.

ASTORIAN BUILDING, 1115 SE. STREET.

TERMS OF SUBSCRIPTION:
Sent by Mail, per week, 15c
Sent by Mail, per month, \$4.00
Sent by Mail, per year, \$45.00
Price of postage to subscribers.

THE ASTORIAN guarantees to its subscribers the largest circulation of any newspaper published on the Columbia River.

CITY AND COUNTY OFFICIAL PAPER.

To-night:
"After Dark."
At Ross's opera house.

Overcoats are in demand nights and mornings.

The Sibby engine will fill the tank at the theater this morning.

Reserved seats for "After Dark" at the New York Novelty Store.

The infant son of Fred Oberg died Tuesday, on his first birthday anniversary.

A. W. Utzinger has a handsome new rig, and is delivering bottled beer in all parts of the city.

The body of J. Martin Thompson has not yet been found. His effects were yesterday taken to the sheriff's office.

Cathlamet real estate is looking up. A man named Harrington recently bought the John Ducker place for \$20,000.

The detachment of fifteen men at Fort Canby which had been there since the arrival of the 5th artillery, returned last evening to Vancouver.

Ladies and children are requested to bring flowers for Decoration Day to the rooms of the Woman's Relief Corps, after 1:30 p. m., to-day.

The kingdom on which "the sun never sets" lost one subject yesterday, when John Chisholm took out his first papers of American citizenship.

It is a great convenience to business to have Third street torn up, but everybody is patient, because it will be so much better when it is completed.

Candidates are very sociable now, but have only four days to do their talking in, and after that some of them will hardly feel as well pleased as they do now.

The engine house of Astoria, No. 1, will be moved forward twenty feet and stalls erected for the fine span of black horses which are to be purchased to draw the steamer.

The pleasant weather and sunny days of the past two or three weeks were succeeded yesterday by frequent showers of rain, continuing at intervals through the night.

The sidewalk now building in front of THE ASTORIAN building is the fourth built there in the last dozen years. The remains of two of the former ones are visible.

Every candidate for county office seems to be confident of election. Next Tuesday some of them will have discovered that they were "neither prophets nor sons of prophets."

Yesterday in the circuit court a suit was commenced by Edward E. Wildes against H. A. Shorey to recover on three promissory notes, amounting in all to \$30,000, and costs of court.

Yesterday the *Manzanilla* brought down to Cathlamet fifty tons of salmon to Warren's cannery from the Cascades. Fishermen calculated that there were 6,000 salmon in the mass.

Returning Astorians from California say much interest is manifested in San Francisco and elsewhere regarding Astoria property, everybody realizing that our seaside city is destined to have a splendid future.

On the 16th instant in this city, Harry B. Hall and Miss Clara B. Mills, of San Francisco, were united in marriage. They are boarding at a hotel now, but propose soon to commence housekeeping.

Suit was brought in the circuit court yesterday by J. H. O'Hara against H. B. Parker, to recover possession of lot 6, section 24, township 8 north, range 9 west, which was bought by the defendant on a tax title September 29, 1888.

There seems to be no law breakers here, for the police make no arrests. When Officer Beasley was asked by a reporter last evening what he was doing replied: "Nothing, only polishing the mail-heads in the plank sidewalks."

Postmaster Hare's official bonds have been made out and forwarded to Washington. His bondsmen are L. B. Bobb, Jno. Fox, Jas. W. Welch, W. E. Warren, W. A. Sherman and A. S. Sherman, each of whom qualified in the sum of \$4,000.

There were far more passengers went up on the *R. R. Thompson* last night than could be accommodated with berths. It appears as if the U. P. would find it profitable to increase the trips between here and Portland, for travel is steadily increasing.

Ed. Fraser, chief carpenter, and two assistants arrived yesterday with the scenery of the "After Dark" company, including the 2,000-gallon tank, which was put in position and will be filled at 10 o'clock this morning. The play is a fine one, full of interest and excitement, and the company is one of rare merit.

The body found near Westport last Tuesday proved to be that of James P. Thompson, who was drowned from the steamer *R. R. Thompson* in that vicinity last December, while coming from Portland to this city. Coroner Surprenant brought the remains to this city yesterday, where they will be given interment.

The postmaster general issued an order last Tuesday ordering a daily mail service between this city and Seaside via Skippin. This takes effect at once, and in a short time we will have this convenience which is a long step in advance. Congressman Herman deserves thanks for his successful efforts in this as in other respects.

THE DANGERS OF THE DEEP.

The Shoalwater Bay Life Saving Station.

HEROISM OF THE LIFE CREW.

The following extracts from a letter by Col. W. S. Brackett to the *Sportsman's Journal* will be of interest:

Perhaps the most interesting feature of being storm-bound at North Cove was the opportunity it gave me to become familiar with the United States life saving station there and its gallant crew. This latter is composed of Captain John Brown and six men, all tried and experienced sailors, used to surf and coast work. There is a boat house containing the life boat, "beach wagon" (as it is called) and the life saving apparatus. Above the boat house is a second story, where the crew is quartered. Captain and crew are chosen generally from men who have lived from childhood within sound of the surf. A lifetime of experience on the beaches and adjacent water insures them to the perils and hardships which obtain along the coast, and makes them familiar with currents, tides and places of danger. They are necessarily skilled surf boatmen as well as familiar with navigation and seamanship.

But deep-water sailors are seldom chosen for this work, because you need a deeper sailor is always pen-stricken by breakers, shoals and lashing surf. Like a soldier, the life-saving crew is always on watch and guard the whole year around. The 24 hours of the day are divided into six watches of four hours each, so that each man patrols the beach and maintains a steady vigil of four hours out of every 24, watching for vessels in distress.

Each man carries a Coast signal which, when exploded by percussion emits a red flame that can be seen many miles and thus assures the shipwrecked vessel that help is close at hand. When a wreck is discovered the man on guard bangs his Coast signal if it is dark, and then rushes to the lighthouse and fires a small signal cannon. This gives warning to the rest of the crew back at the lifeboat station. Every man has a spring to his place in the boat house, all their actions and movements being governed by an exact, and defined and studied drill, the captain taking post near by, trumpet in hand.

The Shoalwater bay crew has rendered mankind and their country most gallant service. They are often in summer called upon to go to the relief of beached vessels drifting into breakers and dangerous shoals. In such cases with their surf boat and tow the endangered craft back to deep water. They have saved many lives from wrecks on the treacherous shoals of that part of the coast, and their deeds of bravery are worthy of being written in letters of gold on the page of their country's history forever.

I deem it but justice to these brave men, as modest as they are brave, to tell here in a brief words the thrilling story of their last great achievement, the rescue of the crew of the bark *Grace Roberts*, in which the splendid discipline and rapid work of the Shoalwater bay crew was most conspicuously manifested.

The *Grace Roberts*, a large bark from San Francisco, went ashore in December in a fierce southwest gale, fifteen miles south of the Shoalwater bay station. It was early in the evening when she struck, and the vessel was not seen until next morning at 9 o'clock, when John Hansen, (No. 1 of crew), being on watch, saw the distant wreck dimly through the mist, but only for an instant. Hansen's remarkable vigilance and keen vision was the salvation of nine human lives, and his name deserves most honorable mention.

Hansen gave the alarm and the beach wagon was manned and on the march for the shore. Captain Brown, ascertaining the position of the wreck, and seeing that it was quicker and best to go fifteen miles south by water on Shoalwater bay, and then across a narrow sand spit four miles to the ocean, immediately secured the tug *Hunter*, Capt. A. T. Stream, commanding, who made ready with all haste to enter on the perilous and stormy trip across the bay. Captain Stream had been Captain Brown's predecessor in charge of the life-saving station at Shoalwater, and entered upon this work with all the energy and vim which has made him famous in saving man lives from the sea. The beach apparatus was taken aboard the tug and the light cedar surf boat belonging to the station was towed through the raging sea, with all the crew at their posts in the surf boat, and Captain Brown at the steering oar.

It was deemed proper to take the surf boat along as the wreck might lie to far out to use the gun and lines. It was deemed a point of honor and duty with Captain Brown that he and his crew should ride in the surf boat rather than on the tug, so every man sat at his post, cased in his cork jacket, oar in hand, the boat shipping water at every plunge of the heavily laden tug. Captain Stream put on all steam the tug would stand, and in about one hour landed the life saving crew on the south shore, four miles from the wreck, having towed them 15 miles and fairly driving the tug through the raging seas. Here Captain Brown was luckily able to hire four horses with which he hauled the beach wagon and apparatus on the run across the sands to the ocean beach, having traveled 19 miles from his station to the scene of the wreck.

The *Grace Roberts* lay broadside on to the shore, full of water and her hull nearly submerged. Bulwarks and lifelines were all washed away, and the crew were aloft in the mizzen rigging, to which many as were able had lashed themselves. Every sea broke clean over the vessel's hull, and the cold spray dashed constantly over the exposed heads of the crew. It was early in December, and the waters were icy cold. Captain Brown calculated the wreck to be about 400 yards from the shore. At his first shot he succeeded in throwing the projectile over the bark's rigging between the fore and main masts. A strong southward-flowing current carried the slack of the rocket line almost at once within the grasp of the imperiled crew.

According to instructions they at once made the fall block fast on the mizzen mast just below the mizzen top. There was considerable delay in making fast the hawser which had been rapidly whipped out to them, because the poor fellows were so exhausted and benumbed by the cold they could hardly accomplish the otherwise simple and easy task. The time from firing the shot until the hawser was made fast was 30 minutes. Then the breeches buoy went out to the *Grace Roberts* with a rush and Captain Brown soon shouted out the welcome commands: "Man the lee whip!" "Haul ashore!"

Eight exhausted and nearly frozen men were hauled to land in safety, and the ninth trip brought Captain Lar-

sen, the last man to leave his ship. Every life was saved, and then the energies of the life savers were directed to administering brandy and other restoratives to the rescued men from the little medicine chest which is always carried on the beach wagon. Just as Captain Larsen was lifted out of the beach wagon on shore by the life-saving crew from Cape Disappointment, having galloped 20 miles with four horses attached to their beach wagon from their station at the mouth of the Columbia river. They were too late to take part in the rescue, but gave three cheers for the gallant crew from Shoalwater bay, in which the nine rescued men joined feebly, but with all the strength they had.

For cool, good judgment, accurate and rapid work, and swift coming upon the scene when nineteen miles away from the wreck, this feat of the Shoalwater bay crew remains unequalled in the annals of the service.

I could tell of incidents of greater interest in their noble service, but space forbids. What they do, and have done, is modestly recorded in an official record kept by the captain, and when published by the government in its annual report of the United States Life Saving service, it attracts about as much attention from the world as the contents of a patent office report. What should be done is this: A law should be passed in congress for pensioning these men in old age, and caring for their widows and orphans when the men lose their lives in this noble service. It does not stimulate a man's bravery when in the raging surf in a lifeboat, striving to save you, thinking of the possible widow and orphans at home deprived of their daily bread. It is but scant justice that these men should have the benefit of the pension law which is given to sailors who serve their country destroying human life are pensioned, and their service loaded with honors.

The seamen of the life-saving service are always on guard; they are brave soldiers enlisted in their country's service, not to destroy, but to save human life, at the peril of their own. Which is the more honorable service? I say, make the life-saving service of the United States as honorable and distinguished as possible, according to due distinction and reward to such brave fellows as the Shoalwater bay crew, whom I am proud to number among my friends. Old Captain John Brown, whose "swell goes marching on," find a namesake that he might well be proud of in Captain Brown, of Shoalwater bay.

The same might be said of Capt. Stream, Brown's predecessor. When keeper of the station, he saved with a lifeboat and volunteer crew, at great peril to himself and men, the captain and fourteen men—all hands of the British ship *Lammermoor*, wrecked off Shoalwater bay. When times Capt. Stream had to turn back from the raging sea, and most men would have abandoned the attempt. But he persisted, like the undaunted hero he is, and saved fifteen lives. For this Queen Victoria bestowed on him a beautiful medal of honor, and decreed him a life pension. When I think of the cold neglect in my own country in recognizing services like these, the truth of the old saying, "republicans are ungrateful" comes home to me with crushing force.

Bidding good-by to Captain Brown, I noticed the photograph of a handsome youth, with a medal on his breast, hanging on the wall of the station. It was the portrait of the keeper of the station, his home. It was his eldest son. The gallant youth was drowned several years ago while engaged in the rescue of shipwrecked men on Shoalwater bay. It seemed indeed hard to think that the life of a first born and best beloved son of him who had saved so many human lives, and as I looked into the keeper's honest face, into which since his son's death a look of fixed sadness had come, I thought the ways of Providence were indeed past finding out.

"For unto him that hath shall be given, and unto him that hath not, shall be taken away even that which he hath."

PERSONAL MENTION.

A. G. Mackenzie, formerly of Duluth, Minnesota, and late treasurer of the Newmarket opera house in Kansas City, arrived here last evening.

M. D. Egbert, president of the South Bend board of trade, passed through the city yesterday on his way to Walla Walla. He reports things booming on the Willapa.

Miss Alice Wood, daughter of Capt. Wood, the well known pilot, returned here yesterday after a winter having graduated with high honors at Snell's Seminary in Oakland.

Again In Death.

THE ASTORIAN last week, announced the death of J. S. Northrup, of Vesper, the oldest man in the county, who departed this life on the 14th, in the 89th year of his age. Eight days after, on the 22nd inst., his aged wife, Mrs. Louisa Northrup, breathed her last, surviving her husband but little more than a week.

Deceased was in the 78th year of her age. The estate will be divided among the children. Charles H. Miller is the administrator.

Election of Officers.

Astor Lodge, No. 6, Knights of Pythias, held their semi-annual election of officers last evening, resulting as follows: A. W. Utzinger, chancellor; Martin Olsen, vice chancellor; J. E. Boyer, prelate; J. A. Johnson, master-at-arms; August Kipetz, inside guard; Herman Wier, outside guard; Chris. Evenson, past chancellor; D. R. Blom, representative to the grand lodge.

The memorial sermon last Sunday morning by Rev. G. C. Hall on "Moral Heroism" was a brilliant effort, listened to with eager interest, and thoroughly enjoyed and appreciated as a thoughtful and eloquent discourse.

A good appetite is essential to good health, and loss of appetite indicates something wrong. Hood's Sarsaparilla creates and sharpens the appetite, assists the digestive organs and regulates the kidneys and liver. Take Hood's Sarsaparilla this season. Sold by all druggists.

Attention Co. "H."

All members of this company are hereby notified to appear in uniform fully uniformed and equipped on Friday morning, May 30th, at 8 o'clock, to act as an escort to the G. A. R., in accordance with General Order No. 10, issued from Regimental Headquarters. By order of Capt. H. J. WHEATLEY. F. J. CARNEY, 1st Serg't.

A Fine Lot

Of Gooseberries received by Thompson & Ross.

Wanted.

A first-class blacksmith machinist. Apply at this office.

There Are Some Nice Rooms.

Over the Mikado candy store, suitable for offices, for rent. Apply to Alex Campbell.

A NEW ENTERPRISE.

Will Give the Full Election Returns.

Fred Grosbauer returned from Portland yesterday morning. He went up Sunday night to get the best stories, and the money he could get. He bought an \$180 one, and brought it down yesterday morning. He will have a screen on the building opposite his saloon, and on the night of the election THE ASTORIAN election dispatches giving full and complete returns will be thrown on this illuminated screen.

This is the first time anything of the kind has ever been attempted in Astoria, and arrangements are now being made to insure complete success.

If the street in front of Grosbauer's and Brach's isn't finished by Monday night another site will be chosen, of which due notice will be given.

OF PRESENT INTEREST.

EDITOR ASTORIAN:—I am informed that Pennoyerites in the Nehalem valley are claiming that "Governor Pennoyer stood by Gray and other friends of the road bills," passed in the legislature of January and February, 1889, which has opened up their valley. This is far from the truth, and if Governor Pennoyer could have had his way no road appropriations would have been made, and the thousands of honest settlers in isolated valleys all over this state would still be compelled to pack the necessities of life to support themselves and their families. "He stated in Albany a few days ago that he was sorry he did not vote the road bills." In order that the people may judge for themselves I will give short history of the road bills and the way they were engineered through the legislature. When the friends of the road measures learned that Governor Pennoyer was opposed to and intended to veto the bills from Coos, Douglas and Clatsop (Republican) counties, we decided to hold these bills and advance the bill introduced by Senator Riley, of Umatilla, (a close Democratic county) and place the bill before the friends of the road bills that had I or either of the Republican senators from Coos or Douglas counties placed our bills before the governor first he would have vetoed them, and he will veto all bills introduced by the coming session. It does not seem possible for the governor to comprehend that the additional taxes collected this year from the section of our county that have been sold, amounting more than pay the interest on twice \$90,000, the amount given to Clatsop county, and I venture to say that the state will be fully reimbursed within four years for every dollar that was voted for the road bills.

I do not believe there is the least doubt in the mind of any of the friends of the road bills that had I or either of the Republican senators from Coos or Douglas counties placed our bills before the governor first he would have vetoed them, and he will veto all bills introduced by the coming session. It does not seem possible for the governor to comprehend that the additional taxes collected this year from the section of our county that have been sold, amounting more than pay the interest on twice \$90,000, the amount given to Clatsop county, and I venture to say that the state will be fully reimbursed within four years for every dollar that was voted for the road bills.

There has been complaint about the way the money was expended that I had nothing to do with. Some of Governor Pennoyer's friends are claiming that he would have vetoed the bill if it myself and the Clatsop delegation would stand by his vetoes of the Portland water bill. He never told me anything of the kind, and did say that he could not afford to fight Portland in the legislature. Regarding my support of the Portland water bill last session of the legislature, I claim that I only did for Portland what Clatsop county's delegation should ask for the right to issue \$50,000 sewer bonds, and \$200,000 water bonds for Astoria, and if we are allowed to have them exempted from taxation Astoria will save at least 10 per cent. discount on the bonds, or the sum of \$70,000, added to 5 per cent. discount, or \$35,000, will make a total of \$105,000. Should such a bill pass the legislature, and Governor Pennoyer vetoes it, Astorians who vote for him on June 2nd, can charge against them selves the additional tax to make up the \$105,000 and the mechanic or laborer who is seeking employment upon municipal work should oppose anyone who obstructs or imposes such restrictions or tax as will defeat or delay such improvements when enacted by the legislature for the welfare of the state. J. H. D. GRAY.

A Timely Lesson.

Some time ago the teacher of a Riverside, Cal., school instructed her class how to act in case of emergencies such as drowning, gunshot accidents, etc. A day or so after the lesson a lad named Haight went home, and found his baby sister given up for dead after being picked up out of a canal. There was no doctor to be had, and young Haight went to work to apply his lesson, and in a few minutes the baby was restored to life.

USEFUL INFORMATION.

Tubercle, M. D., the eminent medical writer, in his work "Six Diseases," sets accounts for the examples so common to the face and neck. Pimples too rich or too greasy food, or too hearty eating, and the excretory organs are sluggish, causes in most people indigestion or a dyspeptic condition, which causes the blood to move sluggishly, and clogs the pores. The result is, that the excretory secretions block in the pores, which leads each distinct inflammation being a pimple. Dr. Fox therefore does not prescribe "blood purifiers" so called, but a "dyspeptic cure" to be taken, to use his own words "till the dyspeptic symptoms have disappeared." The old idea, that face eruptions were caused by a "humor in the blood," for which they treated the blood, giving the mineral, potash. Joy's Vegetable Sarsaparilla follows the modern ideas of Dr. Fox, and aims with gentle vegetable alteratives at the excretory organs.

The reason is apparent why it cures dyspepsia and indigestion, and the pimples and skin eruptions which result therefrom, and why Sarsaparilla takes up minerals fast.

Pilotless in the Sea.

Last Monday as Charles Shull was crossing the Okanogan river on Cummings' ferry boat, the current became so strong that it broke the cable and carried the boat down stream. After going about eight miles and being unable to effect a landing Charlie swam ashore, leaving the boat to pursue its course, pilotless, to the sea.

The latest style of Gent's Boots and Shoes at P. J. GOODMAN'S.

Meals Cooked to Order.

Private dining room for ladies and families; at Central Restaurant, next to Ford & Stokes.

The Hoffman House Cigar.

The La Palma cigar and other fine brands of cigars; the finest in the city, at Charley Olsen's, next to C. H. Cooper.

Remember the Austin house at the Seaside is open the year round.

Children Cry—Pitcher's Castoria

REAL ESTATE TRANSFERS, MAY 28.

As Filed in The County Recorder's Office Yesterday.

T. H. Leinenweber and E. J. Goodenough, to W. A. Shaw, lot 4, blk 9, Powers' \$50

H. C. Thompson et al to William Gross, lots 7, 8 and 15, blk 1, West Warrenton 220

I. W. Case, trustee, to Emma Habersham, lots 6 and 7, tract 1, Case's subdiv. of blk 23, Olney's 5

C. J. Curtis and wife to C. H. Stockton, E's of S W 1/4, sec 3, T 5 N, R 10 W, 80 acres, also undiv 1/2 interest in blks 1, 2, 7, 8 and 9, and lots 3 to 13 inclusive in blk 5, lots 1, 4 to 12 inclusive in blk 4, lots 3, 4, 5, 13 to 22 inclusive in blk 3, Holcomb addn. 2,200

W. L. Bobb and wife to K. Osburn, lot 11, blk 7, East Astoria 80

I. W. Case, trustee, to E. A. Robinson, lots 6 and 7, tract 1, subdiv 28, Olney's. Previously reported this year 1,398,079 250

Total to date \$1,400,884

Passengers to Portland.

The following is the list of passengers who went up the river last night on the steamer *R. R. Thompson*: S. S. Dyer, H. Harrod, H. Morris, L. Schram, G. Nathan, J. H. Hastings, J. H. D. Gray, C. W. Knowles, J. F. Halloran, Miss F. Carman, Theo. Goodman, S. S. McEwan, Sergt. Morris, Miss Barrow, Miss Simmons, F. E. Habersham, S. Rinaldo, Miss Lineberg, B. Ingster, W. Anderson, J. McIntire and wife, R. G. Wallace, Miss Gussie Gray, I. Morris, J. J. Taylor, J. W. Casey, R. G. Wallace, Mr. Ryan, T. H. Leinenweber, H. R. Larson, J. G. Wetmore, J. M. Bower, E. G. Rogers, R. E. Howes and wife, Mrs. E. G. Stoop, Mrs. F. D. Winton and daughter, Mrs. F. J. Taylor, H. Miller, H. Stienback, T. Grant, E. Hunter, H. Nicholas, H. Boone, W. Crown, W. C. Noon, W. E. Waters, Edwin Seal, A. J. Brownlie, S. R. Fairchild and wife, John Hunter, M. D. Egbert, D. H. Welch, H. Rowell.

Epoch.

The transition from long, lingering and painful sickness to robust health marks an epoch in the life of the individual. Such a remarkable event is treasured in the memory and the agency whereby the good health has been attained is gratefully blessed. Hence it is that so much is heard in praise of Electric Bitters. So many feel they owe their restoration to health to the use of the Great Alterative and Tonic. If you are troubled with any disease of the Kidneys, Liver or Stomach, of long or short standing you will surely find relief by use of Electric Bitters. Sold at 50c, and \$1 per bottle at J. W. Conn's Drug store.

Wanted.

A good smart boy. Apply at Martin Olsen's.

Telephone-Lodging House.

Best beds in town. Rooms per night 50 and 25 cts, per week \$1.00. New and clean. Private entrance.

Weinhard's Beer.

And Free Lunch at the Telephone Saloon, 5 cents.

Coffee and cake, ten cents, at the Central Restaurant.

Strawberries, Strawberries.

Not state wool-grown berries from Crawford (fresh), delicious Oregon fruit from the gardens of M. Tabor, in good supply daily by THOMPSON & ROSS.

References.

I. W. Case, Banker, Judge C. H. Page, Office on Third Street, Near Court House, ASTORIA, OR.

Wherry & Harry, Real Estate

AND SURVEYING. TOWNSHIP WORK A SPECIALTY.

City and Suburban Property Sold on Commission. Investments Made for Outside Parties.

THE RAILROAD runs through the plat, which is only 200 yards from the Warrenton depot. For further information call at once on the ASTORIA REAL ESTATE CO.

John Roberson, Pres. A. T. Brake, Mgr. Not a Public.

The Pacific Real Estate Co.

Incorporated March 20, 1920.

Real and Personal Property Bought and Sold on Commission.

Office on Third St., near the Central Hotel. Correspondence Solicited.

Astoria, Oregon

Best Quality. Lowest Prices.

TIDE TABLES

ASTORIAN JOB OFFICE.

GO TO

LARSON & HILLBACK

GROCERIES

AND FRESH FRUITS.

Orders delivered Free of Charge. Country Orders Solicited. Third Street, next to Pioneer office.

E. P. NOONAN & CO.

(Successors to)

J. P. Hynes,

DEALERS IN

Groceries & Produce.

Water Street, Astoria, Oregon.

TELEPHONE NO. 7. P. O. BOX 330

A NEW ENTERPRISE.

City Express Transfer Company.

H. D. Thing and C. E. Miller, PROPRIETORS.

Headquarters at Main Street wharf. TELEPHONE 30. S. B.

A General Express and Delivery Business transacted. Your patronage is solicited.

A Safe Investment.

THE ASTORIA BUILDING & LOAN ASSOCIATION has now entered upon its fourth year, under the most favorable circumstances, and for a person of limited means, especially those who are wage workers, it offers a splendid investment. The seventh series of stock will be opened June 1st. Those wishing to subscribe will please call on W. L. ROBE, Secretary.

New and Fashionable Goods!

JUST RECEIVED

Parasols.

Laces.

Ribbons.

Embroideries.

White Goods.

Plaid Sashes.

Trimmings.